



Resolution #HSRA11-17
Delegation of Authority to Prepare and Apply for Federal Funds

Whereas, the Governor of the State of Florida rejected federal funding for high-speed intercity rail;

and whereas, the federal government, through the U.S. Department of Transportation, pledged to swiftly re-allocate the \$2.43 billion previously awarded to Florida;

and whereas, California's high-speed rail project has great need for additional federal funding;

and whereas, every \$1 billion invested in high-speed rail infrastructure in California creates, conservatively, 20,000 full-time job equivalents over the course of the investment;

Therefore, it is hereby resolved, that the Chief Executive Officer of the California High-Speed Rail Authority is delegated the responsibility to prepare and submit an application to the federal government for the funds rejected by Florida;

it is further resolved, that that application indicate a "base case" request for adequate funding which has the aim to complete the backbone of our statewide system, from Merced to Bakersfield, including stations at those cities, as described in the March 30 Board meeting staff briefing document;

it is further resolved, that that application indicate a request for the entire amount of funding available, of which any additional funds over the "base case" would be used to either extend the system south toward the Los Angeles Basin or northwesterly toward the Bay Area – the direction being subject to later Board action;

it is further resolved, that the Authority offer a 20 percent match to the federal funds, from Proposition 1A bond or other funds;

it is further resolved, that Authority staff be directed to send a letter in support of Caltrans projects from its list of those the department believes qualify for these re-allocated federal funds.

It is further resolved, that the Authority work with the Los Angeles Metropolitan Transportation Authority to see whether it is possible to add one grade separation for southern California to the funding application, and that the Chief Executive Officer would have the full discretion to decide whether such application should finally be submitted or not.

It is further resolved that the Chief Executive Officer has the authority to conclude a final funding/cooperative agreement with the Federal Railroad Administration, should the federal government grant additional funds to the Authority

Vote: 7-0 (Burns absent; one vacant seat)

Date: March 30, 2011